

Message Text

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ACTION FAA-00

INFO OCT-01 EUR-12 NEA-10 ISO-00 CAB-05 CIAE-00
COME-00 DODE-00 DOTE-00 EB-08 INR-10 NSAE-00 L-03
/049 W

-----058756 010546Z /64

R 311001Z MAR 78
FM AMCONSUL BOMBAY
TO SECSTATE WASHDC 8144
INFO AMEMBASSY BRUSSELS
AMEMBASSY NEW DELHI
AMCONSUL DHAHRAN
AMEMBASSY JIDDA
AMEMBASSY ROME

UNCLAS BOMBAY 0809

ROME FOR FAA

STATE PASS NATIONAL TRANSPORT SAFETY BOARD, FAA

BRUSSELS FOR FAA

E. O. 11652: N/A
TAGS: EAIR, IN
SUBJ: GOI DIRECTOR OF AIR SAFETY SUBMITS INVESTIGATION
REPORT ON AIR INDIA BOEING 747 ACCIDENT

REF : (A) BOMBAY 0001 AND 0003, (B) 7 FAM 650

1. GOI DIRECTOR OF AIR SAFETY (DIRECTORATE GENERAL OF CIVIL AVIATION, NEW DELHI) MR. V. CHELLAPPA, ON MARCH 29 SUBMITTED A 66-PAGE REPORT ON JANUARY 1, 1978 AIR INDIA 747 JUMBO (FLIGHT AI-855) ACCIDENT TO THE ONE-MAN COURT OF INQUIRY BEING HELD BY JUSTICE M.N. CHANDURKAR OF BOMBAY HIGH COURT. A COPY OF THE REPORT IS BEING AIRPOUCHED. MR. CHELLAPPA ADDED THAT THE REPORT SHOULD NOT REPEAT NOT BE UNCLASSIFIED

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RELEASED TO THE PUBLIC BY THE NTSB.

2. WHILE RULING OUT POSSIBILITY OF ANY SABOTAGE, INCENDIARISM, EXPLOSION OR STRUCTURAL FAILURE, CHELLAPPA HAS CONCLUDED THAT "THE PILOT'S AIRCRAFT ATTITUDE DISPLAY (ADI) MISGUIDED HIM" AND "THE LACK OF INTELLIGENT ASSESSMENT OF THE SITUATION BY THE FLIGHT CREW, BY REFERRING TO THE

OTHER ASSOCIATED INSTRUMENTS AT THIS CRUCIAL JUNCTURE OF FLIGHT, WHEN THE AIRCRAFT WAS AT LOW ALTITUDE, RESULTED IN AN ABNORMAL LEFT ROLL AND DIVE INTO THE SEA."

3M MR. CHELLAPPA'S FINDINGS ARE:

A) THE AIRCRAFT HAD A CURRENT CERTIFICATE OF AIRWORTHINESS AND WAS MAINTAINED IN AIRWORTHINESS CONDITION BY FOLLOWING PRESCRIBED MAINTENANCE SCHEDULES.

B) ALL THE MANDATORY MODIFICATIONS/INSPECTION REQUIREMENTS HAVE BEEN FOUND COMPLIED WITH, AND THE LIFTED COMPONENTS WERE WITHIN THEIR PRESCRIBED LIFE LIMITATIONS.

C) THE FLIGHT CREW HELD APPROPRIATE LICENSES TO OPERATE BEOING 747 AIRCRAFT.

D) THERE WAS NO EVIDENCE OF INFLIGHT STRUCTURAL OR SYSTEMS FAILURE LEADING TO THE CRASH.

E) THE ENGINES WERE DEVELOPING REQUIRED POWER TILL IMPACT.

F) THE WEATHER WAS NOT A FACTOR IN THIS ACCIDENT.

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G) THERE WAS NO EVIDENCE OF SABOTAGE/INCENDIARISM OR EXPLOSION AS A FACTOR IN THIS ACCIDENT.

H) THE FLIGHT CREW WERE ACTIVE UNTIL THE TIME OF IMPACT.

I) PROBABLY THE PILOT'S ATTITUDE DIRECTOR INDICATOR WAS MALFUNCTIONING, IN THAT IT WAS FOLLOWING THE AIRCRAFT IN ONE DIRECTION, I.E. RIGHT, BUT NOT IN THE OTHER DIRECTION, WITH "ATT" FAIL FLAG NOT COMING INTO VIEW.

J) AIR INDIA HAD PREVIOUSLY EXPERIENCED MALFUNCTIONING OF ADI'S, BUT IN ALL SUCH CASES EITHER THE FLAGS WERE STUCK UP OR SPHERE TOPPLED SEPARATELY, BUT NOT THE COMBINATION OF BOTH.

K) THE FLIGHT CREW WAS UNABLE TO ASSESS THE SITUATION AND ESTABLISH THE CORRECT ATTITUDE OF THE AIRCRAFT WITHIN THE SHORT TIME AVAILABLE.

4. ACCORDING TO LOCAL PRESS ACCOUNTS, ON MARCH 30, JUSTICE

CHANDURKAR DIRECTED AIR INDIA TO FURNISH A STATEMENT ON ANY INCIDENTS RELATIVE TO ADI MALFUNCTION, REPORTED IN AIR INDIA PILOTS' SNAG REPORTS OVER THE LAST TWO YEARS, AND THE CORRECTIVE ACTIONS TAKEN BY AIR INDIA.

5. THE COURT OF INQUIRY WILL RESUME RECORDING OF EVIDENCE BY WITNESSES ON APRIL 17.
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Message Attributes

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Disposition Approved on Date:
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Disposition Event:
Disposition History: n/a
Disposition Reason:
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